

## APPALLING DISASTERS.

## FRIGHTFUL RAILROAD COLLISION NEAR PHILADELPHIA.

## A Children's Excursion Train Wrecked.

## Forty Persons Killed and Eighty Horribly Mangled.

## KILLS ONE OF THE CONDUCTORS.

## NAMES OF THE KILLED AND WOUNDED.

## Burning of the Steamer Northern Indiana on Lake Erie.

## THIRTY LIVES SUPPOSED TO BE LOST.

## LIST OF THE NAMES OF THE SURVIVORS.

## The Disaster near Philadelphia.

[From the Philadelphia Bulletin, July 17.]  
About nine o'clock this morning, the appalling intelligence reached the city, that a collision had occurred upon the North Pennsylvania Railroad, between the regular morning train from Gwynedd, and an excursion train that left the city at five o'clock this morning, with a large party of school children, and their teachers, &c.

The particulars, so far as we have been able to glean from reliable sources, are as follows:—

At five o'clock this morning, a special train of ten cars left the Master street depot with the schools of St. Michael's Roman Catholic church, in Kensington. The excursion party consisted of between five and six hundred persons, the great majority of whom were children. They intended proceeding to Fort Washington, fourteen and a half miles from the city, where they were to enjoy a picnic.

Owing to the number of cars, and the weight of the train, there was some delay, and the conductor, Mr. Alfred F. Hoppel, finding himself behind time, pushed forward with great rapidity when towards the end of his trip.

The regular passenger train for the city left Gwynedd at six o'clock, and reached Camp Hill at six o'clock and 18 minutes. Finding the excursion train had not yet arrived, Mr. Wm. Vanstover, the conductor, determined not to wait for it, and his train was moving along when the excursion train came thundering on around a curve, at the rate of 35 miles an hour. A collision of course ensued with the most appalling consequences.

The down train escaped without serious damage, but the scene presented by the excursion train was fearful. The three forward cars of the train were crushed completely to pieces, and the wreck, mingling with that of the locomotive, took fire, and the flames communicated to the other cars of the train. The two next cars after the three, that were wrecked outright took fire, and were entirely consumed.

The inmates of the three forward cars were completely mixed up with the wreck, and a large number of them were killed outright. There were probably fifty persons in each of the three cars, and the lowest estimate we heard fixes the number of killed at fifty, while it was feared the dead aggregate would reach one hundred. When our informant left the spot every effort was being made to remove the wounded and the bodies of the dead from the wreck. Everything was in the wildest confusion, and it was of course impossible, under the circumstances, to arrive with any certainty at the number of the victims, or to pretend to obtain any particulars as to their names.

Henry Harris, the engineer of the excursion train, was cut to pieces and killed instantly; and John Bagnas, the fireman, is among the missing, and it is believed he is under the wreck.

As soon as the dreadful intelligence reached the city a car was dispatched with all possible speed from the Master street depot, with physicians and other assistance.

One of our reporters, on hearing the news, immediately repaired to the office of the company, at Front and Willow streets, but the 10 o'clock train had just left the station.

He then proceeded along the line of the road to the outer depot of the company, where he found the vice president and engineer of the road at the depot, which was surrounded by thousands of excited men and women.

He was informed that an attempt had been made to head-hand cars along the road to the scene of the accident, but they had been immediately surrounded by the mob, and the police and the employees of the company had the utmost difficulty in keeping them from being run off with.

The excitement at the Willow street station was also intense. Excited crowds were eagerly inquiring for the latest intelligence from the scene, while those who had children on the ill-fated train were in the most dreadful condition of suspense.

The news of the accident having been widely circulated, a large number of persons who imagined their friends might be among the injured, also proceeded to the outer station.

The excitement among the pedestrians, the majority of whom were females, appeared to increase as they reached the Cobcokink station.

## Further Particulars—Full List of the Killed and Wounded.

One of our reporters has just returned from the scene of the disaster, and furnishes the appalling particulars, as follows:—

## THE WOUNDED.

1. John Devine, cut in the head, residing in Cadwalader street, below Master.

2. Barney Green, grocer, Lehigh below Master street; finger cut off.

3. James McDonough, right arm cut off—residing in Washington street, near Master.

4. John Ryan, both legs cut off—residing in Cadwalader street, near Master.

5. John Kelly, residing in Germantown road, near Jefferson street; hand badly cut.

6. John Branker, right leg broken—residing at Germantown road, Fourth street.

7. James Mahoney, left foot crushed—residing in Adams street, near Washington.

8. Bernard Ranahan, both legs cut off—residing in Willow street, below Jefferson.

9. William Lee, engineer of the locomotive Arramings, escaped unhurt. His train was going very slow.

10. Geo. W. Bohl, fireman of the same train, escaped.

11. Joseph Edwards, the baggage master of the down train, had his leg broken; residing in Cherry street; has family, and was taken to the hotel at Fort Washington.

12. Bernard Materson, Philip street, above Jefferson, end and legs crushed badly; cannot survive.

13. Peter Curran, fourteen years; residing in Washington street, below Jefferson; left foot crushed; right thigh crushed.

14. Aaron E. Hallowell, residing in Horebom township, Montgomery county, slightly bruised.

15. Patrick Hickey, residing in Washington street, near Jefferson; skull fractured.

16. Henry Harry, engineer of up train; dreadfully crushed; not expected to live, (since dead.)

17. David F. Kelly, residing in Second street, below Franklin; ear cut off and head bruised.

18. Albert Hoppe, conductor of up train; badly injured; resides in Kensington.

19. Aaron Jacoby, residing at 130 Adams street; head crushed and ribs broken.

20. James Conlin, lives in Washington street, near Jefferson; head dreadfully lacerated and both legs broken.

21. Thomas Kelly, 10 years of age, left leg crushed; residing at No. 15 Thompson street.

22. Bridget Quinn, head dreadfully cut; residing in 1st street, near Jefferson.

23. David Marlow, 12 years of age, residing at Jefferson and Washington streets; cut about the head and nose crushed.

24. Michael Belford, residing at Randolph and Poplar

streets, badly burned about the legs and head. Not expected to recover.

25. James Mahoney, residing in new Third street, near Oxford; cut over the eye and legs crushed.

26. Timothy O'Leary, residing in Washington street, near Jefferson; legs badly injured.

27. Margaret Quinn, 15 years of age, cut about the head; residing in Pink street, near Jefferson.

28. Elizabeth Gun, residing in Charlotte street, near Thompson; cut severely about the head.

29. Patrick McHenry, residing in Washington street, near Jefferson; badly cut about the head.

30. John Day, seven years of age, right ankle sprained. Residence in Holmes street, near Cadwalader and Master streets.

31. Mary Dougherty, residence No. 130 Adams street; badly cut about the head.

32. John Mahoney, residing in Adams street, near Columbia avenue; leg broken.

33. William Street, residing at No. 1 Beach street, between Coates and Green streets; both legs broken.

34. David Foley, residing at the corner of Philip and Jefferson streets; cut about the body.

35. Michael O'Brian, residing in Adams street, near Jefferson; legs crushed, and head dreadfully injured.

36. James Bradley, residing in Philip street, above Jefferson; ankle sprained.

37. James Eddy, residing in Cadwalader street, near Oxford; one leg broken, and seriously bruised.

38. Mary McLeary, residing in Hancock, near Third street; both legs horribly crushed. She cannot survive.

39. Julia Streelan, residing in Maiden street, near Beach; badly bruised and somewhat cut.

40. Charles Sheick, aged 15 years, residing at No. 312 St. John street; leg injured.

41. Catherine Neels, residing in Adams street, near Jefferson; bruised about the head.

42. Francis Sharp, residing in Pink street, near Master; crushed about the stomach and legs. Probably fatally injured.

43. Wm. McGuinn, residing in Jefferson street, near Cadwalader; both feet crushed, and badly bruised about the head and body.

44. Alex. Allen, residing in Cadwalader street, below Oxford; legs broke, and cut about the head.

45. Agnes Donovan, aged 10 years, residing in Howard street, near Master; left arm broken and backbruised.

46. Catherine Donovan, residing in Howard street, near Phoenix; back badly bruised.

47. Casey Crader; badly bruised. Could not tell her residence.

48. John McLaren, residing in Second street, above Franklin. Badly bruised about the breast. Ribs broken.

49. John Campbell, residing in Lloyd's court, near Cadwalader street, badly cut about the head.

50. Johnny Campbell, infant, cut seriously about the head; a son of J. Campbell.

51. Jean Campbell, residing in Lloyd's court, near Cadwalader street, dreadfully cut about the head.

52. John Bagnas, fireman of the up train, awfully cut and bruised; resides in Adams, above Columbia—a single man.

53. John Ryan, residing in Second street, below York; both legs crushed—cannot recover.

54. Elizabeth Corr, 12 years of age, residing at Oxford and Columbia streets, cut about the head.

55. Mary Ann, residing at No. 1 Peach street, between Green and Coates, right hand crushed and head badly cut.

56. William Dugan, residing in Master street, near Fourth; dreadfully cut and bruised about the back.

57. Daniel Dugan, 18 years, residing at the same place, and a brother of William; right leg broken and left leg crushed.

58. Francis Flury, residing in Master street, near Germantown road; right leg and left collar bone broken.

59. John Callahan, residing in Adams street, above Columbia; back supposed to be broken and legs bruised.

60. Henry O'Brian, residing in Adams street, near Oxford; both legs broken and dangerously injured.

61. Ellen McElroy, residing in Cadwalader street, near Oxford; right leg broken.

62. Catherine Cokely, living in Lloyd's court, near Germantown road; badly cut about the head and arms, legs dreadfully bruised.

63. Michael Cokely, (six years,) residing in Lloyd's court; cut over the eye.

64. Michael Cokely, residing in Jefferson street, near Washington; dreadfully bruised.

65. Jane Devlin, residing in Washington street, below Jefferson; cut very badly and leg burned.

66. Anne McGuire, residing at the same house; right foot dreadfully crushed.

67. Mary O'Daniel, residing corner of Dauphin and Jefferson streets; back and hip bruised.

## THE DEAD.

1. Hugh Campbell, residing in Jefferson street, between Cadwalader and Washington, aged 15.

2. Mary Lilly, residing in Charlotte street, burned up in the cars.

3. James McIntyre, 16 years of age, dead; residing in Washington street, above Jefferson.

4. Mr. —, unknown white man, burned up. Nothing left but a few bones and his shoes.

5. Mrs. —, unknown white woman, dreadfully mangled.

6. Miss —, unknown white girl, dressed in white, head crushed.

7. — Dugan, residing in Master street, below Germantown road.

8. —, unknown white man, head crushed.

9. John Riners, dead. Resided in Cadwalader street, second door below Oxford.

10. James Hickey, resided corner of Philip and Jefferson streets, dead and mangled.

11. Rev. Daniel Sheridan, of St. Michael's church, dead. Resided in Second street, above Master. He was crushed in a dreadful manner between two cars.

12. William Barnard, residing in Cadwalader street, near Master, was burned up before he could be rescued.

13. Henry Harris, engineer, died on the way to the cars. His injuries were of a dreadful character. He was aged 21 years.

14. John Tuton, near Frankford road and Washington avenue. Employed in a machine shop.

15. James Roy, residing in Cadwalader street, below Oxford. Body dreadfully crushed.

16. Eleven bodies of men and women and two children; were burned to death in one car. The names are unknown.

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Conductor Henry Keyser and the engineers of the locomotive "Cobcokink" at once set to work, and rendered every assistance that humanity could dictate. They served water, procured settees, physicians, and did everything that it was possible for any men to do.

The crash of the two trains was distinctly heard at the hotel at Fort Washington, and for a distance of over a mile out at Dewey's Lane.

All the physicians in the neighboring towns were summoned to the place and used their best efforts to relieve the wounded. Among those present were:—

Dr. J. McCreary, of Chestnut Hill.

Dr. R. S. Smith, of Chestnut Hill.

Dr. A. R. Egbert, of Chestnut Hill.

Dr. Chas. P. Bolton, of Edge Hill.

Dr. John A. Martin, of White Marsh.

Dr. M. Newbury, of White Marsh.

The most horrible sight of all was that of the burning cars, for in a few moments after the collision the fire spread rapidly through the broken remnants, burning and roaring to death nineteen men, women and children. The groans and shouts of the wounded, and those held by the legs and arms to the burning wreck were of a character to spall the bravest heart.

A row of men was at once formed, and buckets used to extinguish the flames, but they were unsuccessful. A large number of persons were taken from the wreck slightly bruised, who made hairbreadth escapes from being burned to death.

The farmers in the vicinity rendered every assistance in their power, except one man, who demanded \$10 for a wagon to go a mile for a physician.

Among those particularly active were Mr. Charles P. Wentz, Mr. C. Spencer and Mr. Wm. Sheets.

The locomotive Cobcokink, under charge of Mr. Wm. Shultz, Superintendent of Motive Power, went up at 10 o'clock, and brought down a portion of the dead and wounded.

The scene, upon the arrival at Master street, beggars description—the fathers and mothers and relatives of the excursionists having assembled there to the number of about 2,000, to learn the result of the dreadful catastrophe.

Officers Charles Burns, John McCourt, John Sallor and others of the Seventeenth ward went up and rendered every assistance in their power.

Mr. John H. Ainsworth, the Superintendent of the Baggage Department, was on the down train, but escaped uninjured. He made an almost superhuman effort to rescue those in the burning cars, and was particularly attentive to the wounded.

Mr. Stephen A. Winslow, one of the most efficient reporters of the Philadelphia press, was a passenger in the down train, but escaped without injury.

## Statement of Mr. Wm. Swalm.

Mr. Wm. Swalm was at Chestnut Hill, about three miles distant, when the disaster occurred; he immediately hastened to the spot, and he furnishes us with the following particulars of the catastrophe that came under his own observation:—

"The scene was the most awful I ever witnessed. Of five cars nothing was left standing but the wheels, every bit of woodwork was totally destroyed. A number of the dead were lying in a heap, so dreadfully burned that you could not tell whether they were men or women. Among those who, it is believed, the Rev. Mr. Sheridan, priest of St. Michael's Church. He was with the excursion party, and his body was not found.

Under the ruins the bodies of some fifteen or eighteen persons could be seen. No portion of them could be reached, but their limbs—here a leg protruded and there an arm or head—could be discovered. The cars could be seen burning for a distance of four miles, and the Chestnut Hill fire company hastened to the spot, and by their exertions in extinguishing the flames, saved many of the work of rescuing the dead.

The people around the neighborhood hastened to the dreadful scene, and by every means in their power assisted in the relief of the wounded. Fortunately, there was a quantity of ice and ice cream on the train; this was given to the wounded; it refreshed them greatly.

Doctors Jacoby, Egbert and Smith, of Chestnut Hill, and Dr. Newberry, of White Marsh, were among the physicians who were early upon the spot, and who did everything in their power to assist the wounded. There was but one house in the immediate vicinity, and this was thrown open to the reception of the sufferers.

As the train of baggage cars sent up from the city approached the spot the scene beggared all description; some from the city had friends on the excursion train, and they were seen to be in the most agonizing condition.

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